#### THE VIADUCT SCHEME

Plans of the Chesapaake and Ohio Considered by the Street Committee.

OPPOSED BY SOME CITIZENS.

Right of the City to Grant the Franchise Asked on Seventeenth Street Questioned-Changes Necesanry to the Free Bridge.

The Council Committee on Streets in a special meeting last evening considered for several hours the applications of the Chesapeake and Ohio Railway Company for privileges to build viaduets, etc., to connect its lines at its proposed new depot, but no conclusion was reached. Much time was devoted to hearing the objections on the part of citizens who opposed the line of the contemplated viaducts through the city. When Chairman Allen called the body to order in Committee-Room No. 5, of the City Hall, yesterday afternoon there were fully 100 Interested spectators present, while the members of the committee in their seats were Messrs, Allen, Bahen, Blanks, Bloomberg, Burton, Diacont, Ferriter, Mann, McDowell, Page, and King. The railroad company was represented by Mr. Decatur Axiell, the second vicepresident, and several of the Chesapeake and Ohio engineers, while Colonel W. E. Cutshaw, the City Engineer, was on hand on behalf of the city.

Cutshaw, the City Engineer, was on hand on behalf of the city. Clerk Bates read the revised ordinance granting the Chesapeake and Ohio Railway Company the right to build the viaducts, make the necessary changes in the streets along the routes, and erect the proposed handsome new depct. This measure, as has already been stated in the Dispatch, has been gone over by the City Engineer and Atternsy and the officers of the railroad.

COLONEL CUTSHAW'S STATEMENT. After the reading of the ordinance, Colonel Cutshaw, the City Engineer, submitted the following report touching this

mitted the following report fouching that matter:
About one year ago the chief engineer of the Chesapeake and Ohio Railway Company submitted preliminary drawings of portions of the proposed viaduct intended by this company to run through the city from a point above the Tredegar-Works to their yards below Fulton. The several points presenting difficulties in the location and construction by these plans were mentioned in a communication to the chief engineer. Except a few plans were mentioned in a communica-tion to the chief engineer. Except a few brief discussions of these points with the engineer, the matter rested until De-cember, when fifty-two blue-print draw-ings, together with printed form of or-dinance, were sent to the Council, and on 3th of December referred by the Committee on Streets to the City At-torney and myself to examina and con-fer with the officials of the railway com-pany and report back to the committee. for with the efficials of the railway company and report back to the committee. After a careful study by the City Atterney and myself of the plans and ordinance, the second vice-president and two attorneys of the company, the City Attorney, and myself met and discussed all the points involved, and communications and amended form of the ordinance were sent to the railroad authorities. In March a reply was received and I at these wrote to the second vice-president of the railroad company to let us know when to call your committee together to take action in the matter.

This statement is made to show your committee that there has been no delay on the part of the city in considering this railway matter.

BUILD UNDER A NEW FREE

BUILD UNDER A NEW FREE BRIDGE. The committee first decided to hear the City Engineer in regard to the various engineering problems involved. Colone: Cutshaw began by saying that in his opinion the steel viaduct proposed should pass above the railroad bridge by the construction of a bridge above the railroad bridge, because it was desirable to have a clearance of at least fourteen feet. He quoted from letters which he had received from proper authorities in St. Louis, Boston, Philadelphia, and Chicago, which expressed similar views. The Engineer was opposed to the lowering of the Free bridge, which was now only 1.50 feet above the flood-line of 1877.

The Colonel's remarks were replied to The committee first decided to hear the

The Colonel's remarks were replied to by Mr. Axtell. He said that his comby Mr. Axtell. He said that his company was prepared, under the proposed plan in crossing the Free bridge, to give a clearance of at least 13-3-4 feet, and possibly an inch or two more. As to the lowering of the Free bridge, he desired to say that the proposed change would not bring the bedy of the bridge any mearer to the flood-line. Over the island, where a new sound waith have to be inwhere a new span would have to be in-serted, the bridge would be raised there from 1.79 feet to from three to five feet from the flood-lux. The grade of the bridge on the Ninth-street side would be prolonged, but not at the present steep-ness-only about one half. Should the city authorities oppose the scheme as to the construction of the viaduct on Ninth street, then the company would be willing to abandon it. However, the company should not be compelled to cross the Fre-bridge, in accordance with the Engineer's

the committee aboutd first consider the advisability of constructing a new free bridge. If one was needed, he was willing to vote for it, the mency to be expended by the railroad company on the old bridge to be used as its proportion of the entire

THE NINTH-STREET VIADUCT. The committee here went into the consideration of the Chesapeake and Ohio's proposition to build a viaduct over Ninth Street. Major Prederick R. Scott, president of the Richmond and Petersburg Railroad Company, opposed the measure, saying that it would cause at least \$100.00 damage. saying that it would cause at least \$100,000 to the fact that this structure was by no means necessary to reach the proposed new passenger depot. Eighth street was already practically closed now, he urged, eaging that if this new scheme was carried out very serious injury would result to his road, as well as to much private

property.

Major C. Bossleux, who was next heard. Major C. Bossleux, who was next heard, said he did not object to the scheme, which was one of the best things that could be done to promote the interests of the city of Richmond. He was in favor of granting these privileges, but the company should make some concession in turn; for instance, it should abolish the round-house at the foot of Gamble's 101.

On motion of Mr. Bloomberg, the ques-tion in regard to the construction of the Ninth-street viaduct was laid on the

PROPERTY-OWNERS HEARD.

It was decided to hear all parties who objected to the crossings as proposed by the railroad company, and that each side be granted fifteen minutes for discussion. Mr. Morris, of the firm of Davenport & Morris, who owns four large warehouses on Seventeenth street, and two on Dock street, objected to the pian under which Dock street is to be crossed by the viaduct. If this was carried out, he said, his firm would be deprived of the entire use of its water-front. He read a lengthy paper, wherein he opposed the impress-PROPERTY-OWNERS HEARD. paper, wherein he opposed the impress-ment in its present shape as requiring too many sacrifices on the part of the

NEVER DEEDED TO THE CITY. Captain John A. Coke, who also op-osed this portion of the plan, claimed captain John A. Ceke, who also opposed this portion of the plan, claimed that the Council had no power to grant the right of way across the dock, and through Seventeenth street. He said the property in front of Davenport & Morrie's was conveyed by John Leslie to the Richmond Dock Company. The only benefit which would be derived from the improvements would be the erection of a fine depot. If this construction should go up through Seventeenth street, it would expelible last vestige of coastwise shipping the last vestige of coastwise shipping

from the city of Richmond. The dock had been dedicated as a wharf, and had remained so for seventy years. If this depot was constructed, the balance of lower Main street would be merely a subseliar, Captain Coke continued, for it would be thirty-five few above the

Major E. T. D. Myers desired to know the exact status of the Ninth-street via-duct question, and was informed that when it is taken up all parties interested

will be notified.

In the absence of the City Attorney, who was out of the city, the further consideration of the matter was postponed until next Tuesday at 5 P. M.

Mr. Pollak Will Not Resign.

Mr. Armin Pollak, the recently-appointed Italian Vice-Consul in this city, who is persona non grata to the Italian Beneficial Society, as was published in the Dispatch yesterday, will not resign from the office, but will reply in a few days to the protest of the society, and will set forth his side of the case in a card.

To a reporter who called upon him. Mr Pollak expressed some regret over the publicity given the affair, but stated that he had not been annoyed in the least on any other score. He does not believe that the opposition to his appointment is as great as the Italian Beneficial Society's resolution of protest represents it to be. The Vice-Consul said he had been given to understand that of the eighty members of the society only sevencem were present when the resolution protesting against his appointment was adopted. Mr. Pollak Will Vot Resign.

Divison No. 2 of the Ancient Order of Hibernians held an interesting meeting Thursday night. Two new members were elected, and important business was transacted. It was decided to have a social reunion of the two divisions of the order in this city on the 23d of April.

The annual State convention will be held in Portsmouth, Sunday, April 25th, The delegation representing Division No. 2 is composed of the following gentlemen: Mesers Charles F. Taylor, James T. Disney, William S. Ahern, M. P. Marrin, and Thomas M. Brennan.

State-Chalresan W. E. Reddy recently organized a new division of the order at Newport News. The Order of Hibernians.

Thrown From His Horse.



need not be the ephemeral things they often are. The same amount invested in one of the many forms of caca



purchases something that will last a lifetime, and be always beautiful.

Too good for Dry Goods Stores-Jewelers only.

We Carry an Elegant Line of GORHAM SILVER.

LUMSDEN & SON, 731 Main Street.

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to Save on a

### Child's Suit,

isn't it? We bought a line of Suits to run at \$3, which we know are sold by our dry-goods competitors at \$4.50. This is no dream, but just a little lot of 700 Suits that we picked up by chance. Under other circumstances we'd have to charge you at least \$4 for 'em. They run from 4 to 15 years, and are guaranteed perfect in fit, workmanship, and general finish. To look at them will cost nothing, but will mean to you a clean saving of a

Dollar and a Half

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When here ask to see our \$1.25 line of Children's Suits. They're hummers other stores sell 'em readily for \$2.25.

Complete Lines of Junior Suits. Complete Lines of Reefer Suits. Complete Lines of Jersey Suits. .....

## JACOBS & LEVY,

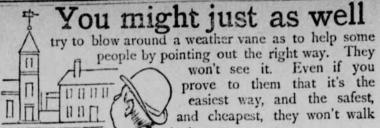
707 E. Broad St.

Money back whenever it's asked for.

[mh 26-Th&Sa2t] 



(la 18-Sa, Tu&Thly)



easiest way, and the safest, and cheapest, they won't walk But this isn't so with all. It's

only a few, comparatively. We're not complaining.

There are millions of women who have seized on Pearline's way of washing—glad to save their labor, time, clothes, and money with it. Most women don't need much urging when they fully understand all the help that comes with Pearline. 500 SINITES PERSONNIL

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cannot take their families for a drive in the country to breathe

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VARIETY at the

## Richmond Implement Go.'s,

1526 East Main Street, Richmond, Va.

How can any Crackers taste better than

### Marvin's,

When Marvin's are made in the best possible manner, from the Purest of Material, by the Skilfulest of Bakers?

On special occasions try

Royal Fruit Biscuit . . .

(Tu.Th&Sa)

# RECEIVER'S

IMMENSE STOCK OF

### West, Johnston & Co.,

907 East Main Street. consisting of

MISCELLANEOUS BOOKS, STATIONERY of all kinds, WRITING PAPER and MATE-RIALS, BLANK BOOKS,

COPYBOOKS, PENS, PENCILS, INKS, Etc., Etc., to be sold without regard for cost. CHAS. A. ROSE, Receiver.

# F. SITTERDING,

Lumber Dealer AND

Building Contractor. SPENCE,

Manufacturer of Sash, Blinds, Doors,

#### and general Mill Work. Builders' Supplies

Main office, yards, and factory: ST. JAMES AND LEIGH STREETS, Branch yards, with railroad facilities; LOMBARDY AND LEIGH. (fo 14-5m)

COURT ORDERS.

DIVIDEND NOTICES.

Virginia-Carolina Chemical Company,
Richmond, Va., March 25, 1896,
DIVIDEND NOTICE.

SECOND QUARTERLY DIVIDEND.
The Board of Directors have this day declared a DIVIDEND OF TWO PER CENT. (2 per cent.) on the preferred stock of this company for the quarter ending March 31, 1896, payable on or after APRIL 15, 1896, to all stockholders of record of March 31, 1896.

JAMES G. TINSLEY.

mh 26-6t

JAMES G. TINSLEY,



Saltille, Miss., relates, September 26, 1835, the remarkable case of Mr. G. R. Cherry, a gentleman in reduced circumstances, who was terribly affected with constipation and inaction of the bowe's, resulting in abscess of liver, so to death's door. He saw the Tabules advertised, concluded to try them, did so, and found that they exactly suited his case, and brought relief. He is loud in their praise, and recommends them to his friends, and has insisted on my keeping them in stock. I inclose his autograph.

Ripans Tabules are sold by druggists, s by mail if the price (50 cents a box) sent to the Ripans Chemical Company, o. 19 Spruce street, New York. Sample al., 10 cents.

#### RICHMOND RAILWAY

#### COMPANY. ELECTRIC

STREET-CAR TRANSFERS.

ADDITIONAL FACILITIES OFFERED TO THE TRAVELLING PUBLIC.

Commencing January 1, 1896, this company extended its transfer system to embrace all connecting lines of street railway in Ricamond and Manchester. A passenger is showed the privilege of transfer to any connecting line in either city, and in any direction at junction points.

The payment of a 5-cent fare entities a passenger to only ONE transfer ticket, but additional transfers are allowed on the same ticket at any point printed thereon, which does not return to the content of the same ticket at any point printed thereon, which does not return to the content of the cont but additional transfers are allowed on the same ticket at any point printed thereon, which does not return the passenser to the point of starting.

Transfer tickets must be obtained from conductors at the time fares are paid, and passensers are requested to see that tickets are properly punched for the desired transfer.

This arrangement enables passengers to interchange between the Main-street and Clay-street lines, at central points, in any direction.

All the parks and suburban districts can be reached from any point in either city by payment of one fare. ja 12-ts



Boom 210, Selves Building. ua 12-Su, W&Sa&w3m)

TRUNKS. TRUNKS. TRUNKS. SPENCE SPENCE.

THIS WEEK WE OFFER

THIS WEEK WE OFFER

\$5 LADIES' SHOES at \$2.50.

44 SHOES at \$1.50.

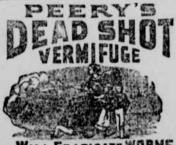
42 ALL SHOES at half price.

Largest stock of TRUNKS AND SATCHELS in the city.

A few more pairs of the \$1 SHOES on
hand.

E. H. SPENCE.

Wrong Side Broad and Eighth streets.



WILL ERADICATE WORMS FROM THE HUMAN BODY PRICE 25 cts PER VIAL fin 3-W&Saly!

### LOOD POISON A SPECIALTY Primary, See

A SPECIALTY Primary, Sec. in any part of the control of the contro

### Why Pay High Prices

for Groceries When You Can Save 25 Per Cent. by Buying Your Groceries of

### S. Ullman's Son?

Best Canned Tomatoes, per can .... Extra Quality Corn ...... Large Cans Thistie Tomatoes, per Extra Quality Dried Apples, per pound 5 Best Granulated Sugar 5
Best Quality Beans, per quart. 5
5 cans Table Peaches, for 2
No. 1 Sait Pork, per pound 6
Country Jowls, per pound 6
Pure Lard, per pound 6
Imported Macaroni, per pound 3
Irish Potatoes, per peck 10
Per bushel 40
12 large bars Laundry Soap for 25

Shipstuff and Brownstoff, per hundred
Mince Meat, per pound
Extra Fine Orange County Country
Hams, per pound
Exps, per dozen
Exps, per dozen
Sest City Meal, per bushel 4tc, or
per peck
Good Cream Cheeses per pound
New Rose Herrings, 1t, dozen for
Hose Herrings, 1th dozen for
Hose Herrings, 1th bair per live Herrings, 1th of the per peck
Virginia Buckwheat, 2c, per pound,
or 13 pounds for

the pure air on a bicycle, so a

UGGY OR CARRIAGE

is necessary, and we would advise buyers to see THE LARGE

VARIETY at the pounds for
Good Carolina Rice, per pound.

Good Carolina Rice, per pound.

New Citron, per pound

New Mixed Nuts, per pound

Wheat for chickens, per pound

Wheat for chickens, per peck
2-pound package Rolled Oatz

Porto Rico Molasses, per gallon

Sugar-Cured Shoulders, per pound.

Per Hams, per pound. Shelled Almonds, per pound....

New Shelled Almonds, per pound...
New Figs, per pound
Mocha and Java Coffee, per pound...
Fresh Mixed Cakes, per pound...
New Lemons, per dozen
New French Prunes, 4 pounds for...
Sweet Oranges, per dozen
Lemon Cakes, per pound
Large cans Peaches, per can
French Candy, 7c. or 4 pounds for...
Jap. Brand Coffee, in 1-pound papers, best you ever used, per

pers, best you ever used, per pound.
Chalmer's Celatine, 4 packages.
Shredded Cocoanut, per pound.
Large Cocoanuts.
Rockwood's Cocoa.
Rockwood's Cocoa.
Pounds Fresh Table Hutter for Home-Made Preserves, per pound.
Chocolate Drops, per pound.
Assorted Caramels, per pound.
Home-Made Apple-Butter, per pound.
Pure Leaf Lard, per pound. 

#### S. Ullman's Son 1820 and 1822 E. Main St. Up-Town Store, 506 E. Marshall.

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Beauty & Wall need cost no more than ugliness. The most beautiful WALL PAPERS

at half what you'd expect they'd cost.
Samples and book on home domination FREE, Describe rooms and state price yet want to pay. Paper bener's work comprise \$1.00.
CHAN. N. N. KHLEN, 1253 Fibers St., Philadelphia, Pa.

(fe 4-eodiap30 &taul-eod3m78t) DEPARTURE OF STEAMERS. VIRGINIA NAVIGATION

General Offices: Planters' Bank building.

PHILADELPHIA, RICH-STEAMSHIP COMPANY.

Appointed sailing days: Every TUES-DAY, FRIDAY, and SUNDAY at daylight.
Freight for Tuesday's and Friday's
steamers received till sailing hour; for
Sunday's steamer till 5 P. M. Saturday.
Freight received daily until 5 P. M.
Fare, 56.
For further information apply to
J. W. M'CARRICK,
General Southern Agent; office, Rocketts,
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ja 21 General Agents, Philadelphia.

Ord DOMINION STEAMSHIP COMPANY, DAILY LINE NEW YORK.

Passengers can leave Richmond DAILT via Cheespeake and Ohto railway, at 8:59 A. M., or Richmond and Petersburg railroad (Norfolk and Western route) 9:90 A. M., connecting at Norfolk with Old Dominion-Line steamer, sailing same evening for New York. ALL-WATER ROUTE

Steamship Old Dominion leaves Richmond every Monday at 5.00 P. M., for New York via James river.
Tickets on sale at Richmond Transfer Company's, 203 east Main street; Chesapeake and Ohio raliway, and Richmond and Petersburg railroad depots, and at company's omes, 1212 east Main street, Richmond, Bagsage checked through,

Richmond. Bassage checked through.
FREIGHT
for New York and all points beyond can
be shipped by direct steamers, sailing
from Richmond every MONDAY AND
FRIDAY, 5:00 P. M. Also, by steamer
leaving Richmond WEDNESDAY, 5:00 P.
M., for Norfolk, connecting with steamer
for New York.
Manifest closed one hour before sailing time.
Freight received and forwarded, and through bills of lading issued for all northern, eastern, and foreign points. FROM NEW YORK.

Passengers can leave DAILY, except Sunday, to Norfolk or Old Point Comfort, connecting with Norfolk and Western railroad or Chesapeake and Ohlo railway. Direct steamers (via James-River route), leave every SATURDAY (Passenger and Freight), and MONDAY (freight only). ger and Freight, and AGNDAY (freight only).
Sailings from company's pier, No. 26.
North river, foot of Beach, street, at 3:09
P. M.; Saturday, 4:09 P. M.
Freight received and forwarded daily, except Sunday.
For further information apply to
GEO. W. ALLEN & CO., Agents,
1212 east Main street,
Richmond, Va.
W. L. Guillaudeu, Vtc-President and
Traffic Manager, New York.
fe 22

AMERICAN LINE NEW YORK-SOUTHAMPTON (London-Paris.) TWIN SOREW U. S. MAIL STEAMSHIPS. SAILING EVERY WEDNESDAY AT 10 A. M. PARIS April 1 PARIS April 22
ST. PAUL April 8 ST. PAUL April 20
NEW YORK April 15 NEW YORK May 20

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er and regulate the bowels.

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carten's Little Lives Phils are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vias at 25 c nits; five for \$1. Sold everywhere, or sent by mail. CARTER MEDICINE CO., New York. Small Pill. Small Dose. Small Price.

RAILROAD LINES. THE BRIDE MANNEY AND THE PARTY OF THE PARTY

(Th.8a,Tu&w)

SCHEDULE IN EFFECT DEC. 1, 1895. LEAVE RICHMOND, BYRD-STREET

9:00 A. M. Daily-Richmond and Norfolk VENTIBULE: LIMITED, Second-class tickets not accepted on this train.

9:05 A. M. Daily, "THE CHICAGO EXPRESS," for Lynchburg, Roancke, Columbus, and Chicago, Pullman Siesper, Roancke to Columbus, also for Radford, Bristol, Knoxville, Chattanooga, and intermediate points. points. 5:26 P. M. Daily, for Norfolk, Suffolk,

General Passes, Va. Ja La

General Offices; Roanoke, Va. Ja La

RICHMOND, FREDERICKSBURG
AND POTOMAG RALLROAD,
SUMEDULE IN EFFECT MARCH 19, 1291.

LEAVE BYRD-STREET STATION.
Ar. Southern Pine
Ar. Hamlet
Ar. Vadesboro,
Ar. Vadesboro,
Ar. Vadesboro,
Ar. Monroe

Lanuary 9th, for
Ar. Charlotte

6.60 A. M., Dally except Mondays, commencing January 9th, for Washington, Baltimore, Philadelphia, and New York, New York and Florida Special, composed entirely of Pullman Vestibuled Cars. No extra fare, other than usual Pullman P Washington, Baltimore, Philipade Phi

sheeper, New York to Richmond.

2:45 P. M., Dally, except Sunday, Stops at local stations and Elba. 
Parior-Car from Washington.

7:10 P. M., Dally, Stops only at Fredericksburg, Doswell, and Ashland, Pullman-Cars from New 
York and Washington, 12:25 A. M., Dally, Stops at principal local 
estations and Elba Sleepingcar, Connects with Congressional Limited between New 
York and Washington,
FREDERICKSBG ACCOMMODATION, 
(Dally, except, Sunday.)

4:06 P. M. Leaves Eyrd-Street Station, 
ASHLAND TRAINS, 
(Dally, except, Sunday.)

7:18 A. M. Leaves Elba.
6:36 A. M., Arrives Elba.
6:36 A. M., Arrives Elba.
6:46 P. M., Arrives Elba.
6:47 P. M., Traffic Manager, 
E. T. D. MYERS, President, 
Fe 12

A TLANTIC-COAST LINE.

ATLANTIC-COAST LINE SCHEDULE EFFECTIVE TUESDAY,

SCHEDULE EFFECTIVE TUESDAY,
JANUARY 15, 1892.

TRAINS LEAVE RICHMOND—UNION
DEPOT.

9:00 A. M., Arrives Petersburg 9:31 A. M.,
Norfolk 11:25 A. M. Stops only
at Petersburg, Waverly, and

9:05 A. M., Arrives Petersburg 9:50 A. M.,
Veldon 11:38 A. M., Favetts,
ville 4:30 P. M., Charleston
11:13 P. M., Savannah 1:40 A.
M., Jacksonville 7:55 A. M.,
Port Tampa 6:40 P. M.
Connects at Wilson with No.
45, arriving Geldsbord 3:05 P.
M., Wilmington 5:45 P. M.
Pullmun Sleeper New York to
Tampa via Jacksonville

2:55 P. M., Local, arrives Petersburg 3:42
P. M. Makes all stops.

6:30 P. M., Arrives Petersburg 6:49 P. M.,
Norfolk 8:30 P. M. Makes all
stops.

7:20 P. M., Arrives Petersburg 8:54 P. M.,
Arrives Petersburg 8:54 P. M.,
Arrives Petersburg 8:54 P. M.,
Norfolk 8:50 P. M. Makes all

6:20 P. M. Arrives Petersburg 6:19 P. M. Norfolk 8:50 P. M. Makes all stops.

7:20 P. M. Arrives Petersburg 6:19 P. M. Weldon 9:43 P. M. Fayette-ville 1:47 A. M., Charleston 6:25 A. M., Savannah 8:05 A. M., Iacksonville 12:30 P. M. Port Tampa 8:00 P. M. Port Tampa 8:00 P. M. NEW LINE 7:0 MIDDLE GEORGIA POINTS.—Arriving Alken 7:22 A. M., Augusta 8:00 A. M., Macon 1: A. M., Atlanta 12:13 P. M. Pullman Sleepers New York 1:0 Wilmington, Charleston, Thomasville, Jacksonville, Port Tampa, Alken, Augusta, and Macon 1: A. M., Atlanta 1:20 P. M., Arrives Petersburg 12:01 A. M., Lynchburg 4:56 A. M., Rosnoke 6:55 A. M., Bristol 11:29 A. M., Pullman Sleeper Richmond to Lynchburg.

12:25 A. M., Arrives Petersburg 1:10 A. M., Weldon 2:56 A. M., Handerson 4:06 A. M., Raligh 8:17 A. M., Eiberton 2:04 P. M., Atlanta 4:09 P. M. Pullman Sleeper TRICHMOND.

3:40 A. M., From Jacksonville, Savannah, Charleston, Alanta, Macon, Augusta, and all points South.

6:20 A. M., Piorida Special from 8t. Augustiae, Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta, and the West.

8:25 A. M., Petersburg, and the West.

11:05 A. M., Norfolk, Suffolk, and Petersburg.

6:40 P. M., Jacksonville, Savan nah, Charleston, Wilminston, Golds.

11:05 A. M., Norfolk, Suffolk, and Petersburg.
6:40 P. M., Jacksonville, Savannah, Charleston, Wilmington, Geldsboro', and all points South.
7:00 P. M., Norfolk, Suffolk, Waverly, and Petersburg, and Lynchburg, and the West.
8:23 P. M., Petersburg Local.
J. R. KENLY, Tamic Manager, General Manager, C. S. CAMPBELL,
te 12 Division Pascenger Agent.

ROOK AND JOB WORK NEATLY EXECUTED

A II THE REAL PROPERTY. CHESAPEAKE OHIO RAILWAY EFFECTIVE NOVEMBER 17, 18%

TRAINS LEAVE RICHMOND, BROAD, STREET STATION. STREET STATION.

S.59 A. M., Daily, with casif-car, for Norfolk, Portsmeath, Oct Point, Newport News, and incar stations.

2.25 P. M., Daily, with Pullman, for local stations, Newport News, Old Point, Norfolk, and Portsmouth.

MAILROAD LINES.

Old Point, Norfolk, and mouth.
Local train, except 5 for W. Chiron Purgs nects at Gordons, in Calverton, Manuscay Advia, and Washington Linion Station, Charotte for Lynchburg, at the Hagerstown, at Staum, Winchester

2 15 P. M. The Cincinnari and St. Long.
Limited, Gally, with Time
mans to Cincinnari and
St. Louis, Stops only at important stations, Camman,
at Ashland for Lexington, Ky,
and Louisville, Mans series
on Dinleg-Cars. No. Local
Train, except Sunday, Calon
above train from Gordon
ville to Staunton.

5-30 P. M. Local Train, except Sunday,
Accommodation for Charlottesville.

TRAINS LEAVE EIGHTPATERING 8:45 A. M., Daily for Lynchburg, Lexus, ton, Va., and Cilion Ford Connects at Brent, ex-Sunday for Rosney at Line have daily with Va.

Croig City, and at W. Chr. Forge with No. 1 for C 8:30 P. M., Except Sunday, Local accom-dation for Columbia TRAINS ARRIVE AT RICHMOND, BROAD-STREET STATION. 8:20 A. M., Daily, from Cincinati, 11:30 A. M., Daily, from Norfolk and C 3:30 P. M., Datty, from Cincinnati and 6:50 P. M., Daily, from Norfolk and out

TRAINS ARRIVE EIGHTH-STREET 9:00 A. M., Except Sunday from Column 6:45 P. M., Dully from Lynchburg, Lea-inxton, Va., and clifton Forga-20th D. FOTTS, fo 12 Division Passenger Accept

5:30 P. M. Daily, for Norfolk, Suffolk, and Intermediate stations.

11:20 P. M. Daily, for Lynchburg and Roanoke. Connects at Rosnoke with Washington and Chartanoga Limited. Pullman Sleeper Personal Connects at Rosnoke with Washington and Chartanoga Limited. Pullman Sleeper Personal Connects at Rosnoke.

PULLITAN SLEEPER between RICH-MOND and LYNCHBURG, ready for occupancy at 9 P. M.; stoo, Pullman Sleeper Petersburg to Roanoke.

Trains arrive Richmond from Lynchburg and the West daily 6:56 A. M., and 7 P. M. From Norfolk and the East 11:05

A. M., and Vestibuled Limited, 7:09 P. M. Office: 828 Main street.

District Passenger Agent, W. R. EVILLI, General Offices: Roanoke, Va. ja 13

DICHMOND. FREDERICKSBURG SCHEDULE IN EFFECT SUNDAY. 

ARRIVE BYRD-STREET STATION.

8:40 A M., Daily. Stops at Widewater. Brooke, Fredericksburg, Miford, Doswell and Ashiand, and other stations Sundays. Sleeper, New York to Richmond.

2:45 P. M., Daily, except State. Vice-President and General Manager

General Superinte General Superinte T. J. ANDERS H. M. BOYKIN, City Passenger A 154 east Main street. -SR SOUTHERN RAILWAY

Ti (f) easses CONDENSED SCHEDULE IN EFFECT NOVEMBER 3, 1881.

(Piedmont Air-Line.)

TRAINS LEAVE RICHMOND, VA.

2.00 A. M., SOUTHERN EXPRESS, daily
for Danville, Greensbord,
Winston-Salem, Silve per S.
Richmond, Va., to Danville
and Greensbord, Connects at
Danville with the Washington
and Southwestern Ventbock
Limited (No. 27), exerging
sleepers; Danville to Assemble,
Atlanta, Chattanoogs, Birmingham, Memphis, New Orleans, and anknowlife, 186,
first-class day-conches between
Washington and AtlantaPassengers can use ness
conches without extra charge,
Connections made at Memphis
and New Orleans for alpoints in Texas and California
and New Orleans for alpoints in Texas and California
and Fownard of the Connects at Mossley with Parisville and Powhitan rained,
at Keysville for Clarkaville,
Oxford, Henderson, and Difham, and at Greensbord for
Durham, Ealeth, and Winston-Salem, Carries eleptif
New York to Atlanta and
Montgomery, and from New
York to Jacksonville, Parisc
Car Atlanta, to Birmingham
for Keysville and Intermediate
points.

TRAINS ARRIVE AT RICHMOND: TRAINS LEAVE RICHMOND, VA.

6:40 P. M. From Atlanta and Augusta 8:40 A. M. From Keysville. PREIGHT TRAINS will also carry pas-songers.

LEAVE RICHMOND.

TRAIN NO. 16, 4:45 P. M.
BALTIMORE LIMITED, daily, crop
Sunday, Close connection at West Pols
with steamer for Baltimore.
Steamers leave Baltimore at 5 P. M.
and West Point 6 P. M. daily, excepsunday.

TRAIN NO. 66, 4.30 A. M.
LOCAL MIXED, daily, except Sub-187
leaves Twenty-third street for Wes
Point and intermediate points.
Ticket-Office at Station, foot of Virgins
street. Oper from 8.00 A. M. to 6.00 P. M.
and from 9.00 P. M. to 2.00 A. M.
J. M. CULP.
Traffic Manager. General Pays. Ag.
W. H. GREEN, General Buperintendent
C. W. CECIL, Travelling Passent's
Agent, 230 cast Mein street, Richmond.
Va.

TRAINS ARRIVE AT RICHMOND

YORK-RIVER LINE, VIA WEST POIST THE FAVORITE ROUTE NORTH

TRAIN NO. 10, 3:19 P. M.
LOCAL EXPRESS, daily, except Sun
day, Sups at all stations. At Leafs
Manor connects with stage for Walker
ton; also, at West Point, with York
River steamers for Baltimore.

Sunday.

Trains from West Point arrive at Richmond at 9:07 A. M., daily; loid A. M. daily; loid A. M. daily; loid A. M. daily; loid A. M. daily, except Sunday and Monday, and at 4:20 P. M., daily, except Sunday. TRAIN NO. 66, 4:30 A. M.

DISPATCH PRINTING-BOUSE

EUROPEAN STEAMERS.

NEW YORK TO ANTWERP. SAILING EVERY WEDNESDAY AT NOON. Southwark. Apl. 1 | Kensington. Apl. 22 | Noordland | Apl. 18 | Westernland | Apl. 22 | Friesland | Apl. 18 | Westernland | Apl. 23 | Friesland | Apl. 13 | Sonthwark | May 6 | INTERNATIONAL NAVIGATION CO. | Plar 14 | North River. | Omes. 6 | Rowling Green, N. Y. | W. B. PALMER & CO., | mh 28-Th.Sa&Tuts | Richmon4.

RED STAR LINE.